

# HITTING THE ROOF OF THE CONTINENT OF THE CONTINENT



## THE COLORADO SPRINGS GAZETTE Lexingtons Win in Peak Automobile Classic

TEN KILLED AND SEVENTY INJURED  
AS INTERURBAN CARS CRASH, HEAD ON

Head of North Colorado Express, James W. Wicks, of Colorado, after the crash of the Denver, Fort Collins and New Castle Express, between the two cities, Tuesday, April 14, 1914, at the junction of the two lines, near the town of Fort Collins, Colo., where the two trains crashed head on.

The crash of the two trains, which occurred at the junction of the two lines, near the town of Fort Collins, Colo., was the worst disaster of the kind in the history of the Colorado Springs region.

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PHOTO COURTESY OF THE COLORADO SPRINGS GAZETTE



PHOTO COURTESY OF THE COLORADO SPRINGS GAZETTE

THROBBER GETS  
FIRST AND SECOND  
PLACES IN RACE  
TO TOP OF PEAK

### Here's How They Finished

| Driver      | Time    | Year |
|-------------|---------|------|
| W. W. Wicks | 1:15:00 | 1914 |
| J. W. Wicks | 1:15:00 | 1914 |
| J. W. Wicks | 1:15:00 | 1914 |
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| J. W. Wicks | 1:15:00 | 1914 |
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TRIO OF PLANES  
FLY ABOUT PEAK,  
LEXINGTON WINNER

The Lexington team, consisting of three men, flew about the peak of Pikes Peak, Colorado, on Tuesday, April 14, 1914, and won the race.

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DRIVERS HIT ROOF OF CONTINENT  
AMIDST SWIRLING SNOW AND FOG

The drivers of the cars, which were competing in the race, hit the roof of the continent amidst swirling snow and fog.

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TEN BODIES TAKEN  
FROM HOTEL ROOMS

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Wienickers Given Surprise  
as Ford Charges Into Tree

The Wienickers, who were competing in the race, were given a surprise as the Ford charged into a tree.

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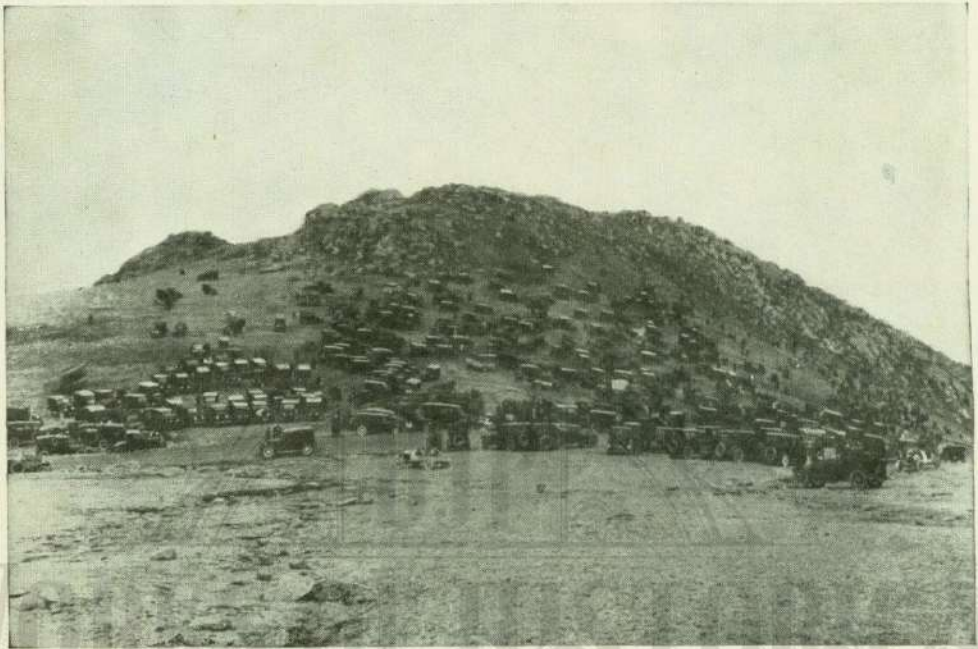
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Cars parked at "Mile 14." This picture was taken before the storm.



## HITTING THE ROOF OF THE CONTINENT



LEXINGTON SPECIAL, FIRST! Five seconds more—another Lexington Special!

Never was there a more significant story of automobile supremacy than that unfolded after the two Lexington Specials won first and second at the great Pike's Peak Hill Climb on Labor Day, September 6, 1920.

"Hitting the Roof of the Continent," they called the performance of these two rugged Thorobreds when they had made the dash to the summit of the Peak, the highest point in the world to be reached by motor car.

Over half the distance to this "Roof of the Continent" was made in a blinding snow and sleet storm—a storm so severe that one driver of long experience turned back when he met its swirling force.

Snow and sleet and fog! Elements the viciousness of which Lexington drivers, Otto Loesche and Al M. Cline, had not met in the days of practice on the course. But each *knew* "what he had under the old hood" and was unafraid.



Ot Loesche taking a hairpin turn.



## HITTING THE ROOF OF THE CONTINENT



Ot Loesche and the winning smile.

Minute Man No. 7, the winner, whirled up the Peak in 22:25-2/5, while No. 6 negotiated the course — a distance of 12 miles and 2,200 feet with hardly a quarter of a mile straight-away track — in 22:30-4/5 The average

grade of the "world's highest highway" is 7½ per cent, while a maximum of 10 per cent is not infrequent.

The remarkable attainments of the two Lexington Specials formed a double victory, for they were entered in the two major classes, the Free-for-all and the 300-cubic-inch group. Aside from the cash prizes for first and second in each of these events Lexington was awarded the Penrose Cup, a handsome trophy for the winner of the Free-for-all.

From the day the Colorado Chamber of Commerce announced that competition for the Penrose Cup would be resumed (following war-time suspension), officials of the Lexington Motor Company rejoiced that the Minute Man Six was to have the opportunity for further showing Lexington perfection in internal combustion engine development and remarkable acceleration.

Although the Lexington had never before competed in any similar contest, the two Thorobreds were entered and drivers Loesche and Cline, both employees of the engineering department at the Lexington factory in Connersville, Indiana, were nominated to pilot them.

Two weeks before the race the cars were shipped to Colorado Springs and practice began on the "wicked" turns that characterize the Pike's Peak course.

Simultaneously other entrants arrived and the "rail birds"

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along the historic highway enthusiastically began to size up the Lexington Specials and their numerous opponents.

On the second day the various camps began to buzz about Ot Loesche and Al Cline and their mounts. Although the Lexington had long been respected as a passenger car, it didn't seem quite reasonable to the dopesters that strangers in the contest field could attract so much attention.

As the day of the great test came nearer, Lexington officials, drivers, and mechanics became more firmly convinced than ever that the high-priced, specially designed cars would be forced to succumb to the Minute Man Six entries.

Then came the morning of September 6—the day of the Climb. Every driver was eager to get started. All had visions of the distinction that was to come to the winner.

The largest gathering that ever assembled along the course was ready for the roar of the first car, but it seemed that disappointment was to be their lot. Messages from the top of the Peak said that a storm was raging. The dash to the summit might be postponed.

Next came the word, at 11:50 o'clock, that the first car had crossed the starting line. The race was on. There could be no postponement, according to A. A. A. contest rules.

Ot and Al had their Thorobreds "throbbing to go." The certain prospect of glassy hairpin turns, blinding snow and sleet, and thin freezing air meant nothing in their young lives. They were thinking only of that checkered flag which was to greet them 'way up there 14,109 feet above sea level. What they did is now history—the record of Lexington accomplishment on that day will long remain in the minds of those interested in the progress of the automobile industry.



Al Cline—second by five seconds!



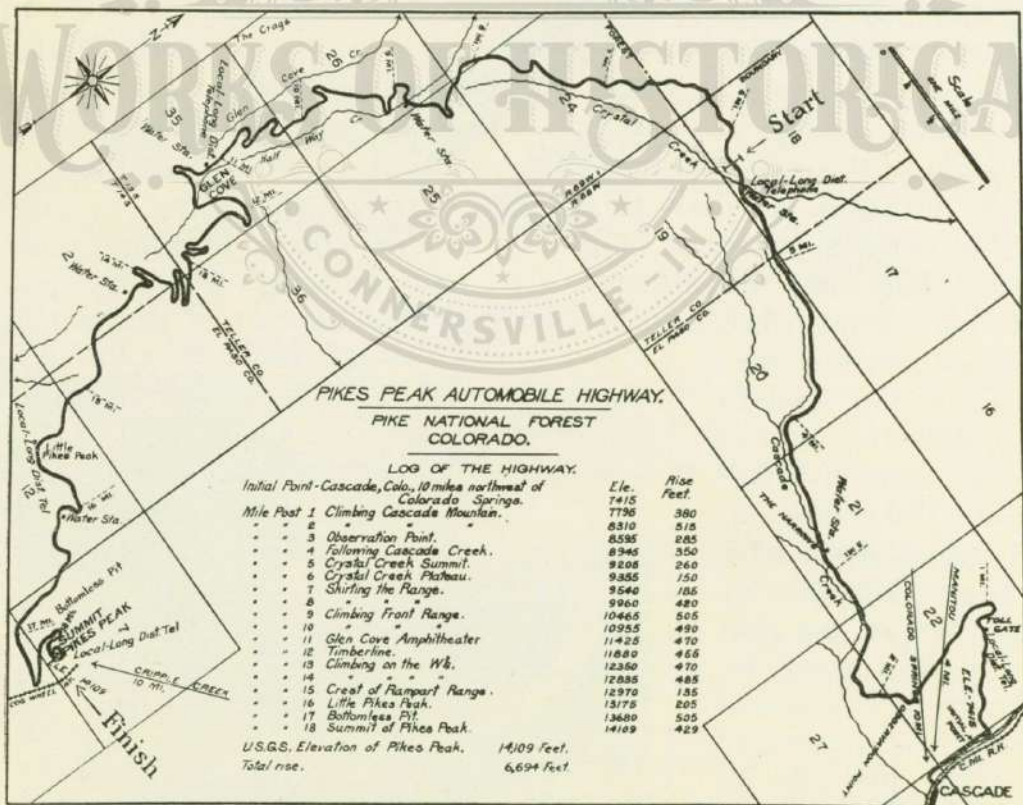
# HITTING THE ROOF OF THE CONTINENT



HE unprejudiced comment of the press and public on the 1920 Pike's Peak Hill Climb can leave no doubt of the significance of that classic event.

Previous to the climb, newspapers, car owners, and most automobile manufacturers freely stated it would be the most severe and conclusive test of the year. And adverse weather conditions served to add to the effectiveness of the purposes for which the test was arranged.

After the race the experts were even more enthusiastic than they had been in their anticipations of the event. For instance, let's quote from some of the Chicago, Denver, and Colorado Springs papers—excerpts printed both before and after the race.



This map will give you a vague idea of the hazards encountered by the daring Lexington pilots in achieving their double victory.

## HITTING THE ROOF OF THE CONTINENT

We'll start with this one from a one-column "story" in the *Chicago Evening Post*:

"Against the largest field of competitors probably ever entered in the national Pike's Peak hill-climbing contest, the event of the year of its kind, Lexington Thorobred sport models swept the platter clean on Monday, Labor Day. . . .

The two Lexington Thorobreds, stock in every particular except that they had been equipped with special bodies, were pitted against cars of special design and of much greater cost.

The race was one of the most thrilling on record. It was a drive that tested the courage of the drivers as well as the mettle of the cars . . . ."

And read this one by Bruce A. Gustin, well-known Denver journalist:

"Oh, those Lexington 'Minute Men.' The hill-climbing sons-o'-guns. . . .

Fifty thousand persons cheered them while the weather man fought them with every weapon in winter's arsenal. They came through whole, they took home the bacon and the most magnificent trophy ever offered for an automobile race.

.... Cline and his Lexington followed. Cline was handicapped by snow and hail and sleet and the icy wind which swirled around the upper part of the Peak. Ice froze on his goggles and he could not see through them. Using one hand to shield his face, he drove at breakneck speed through the terrifying curves, guiding his car the last four miles with two fingers. And as soon as his time was announced he predicted that it would be beaten by his teammate, Loesche.

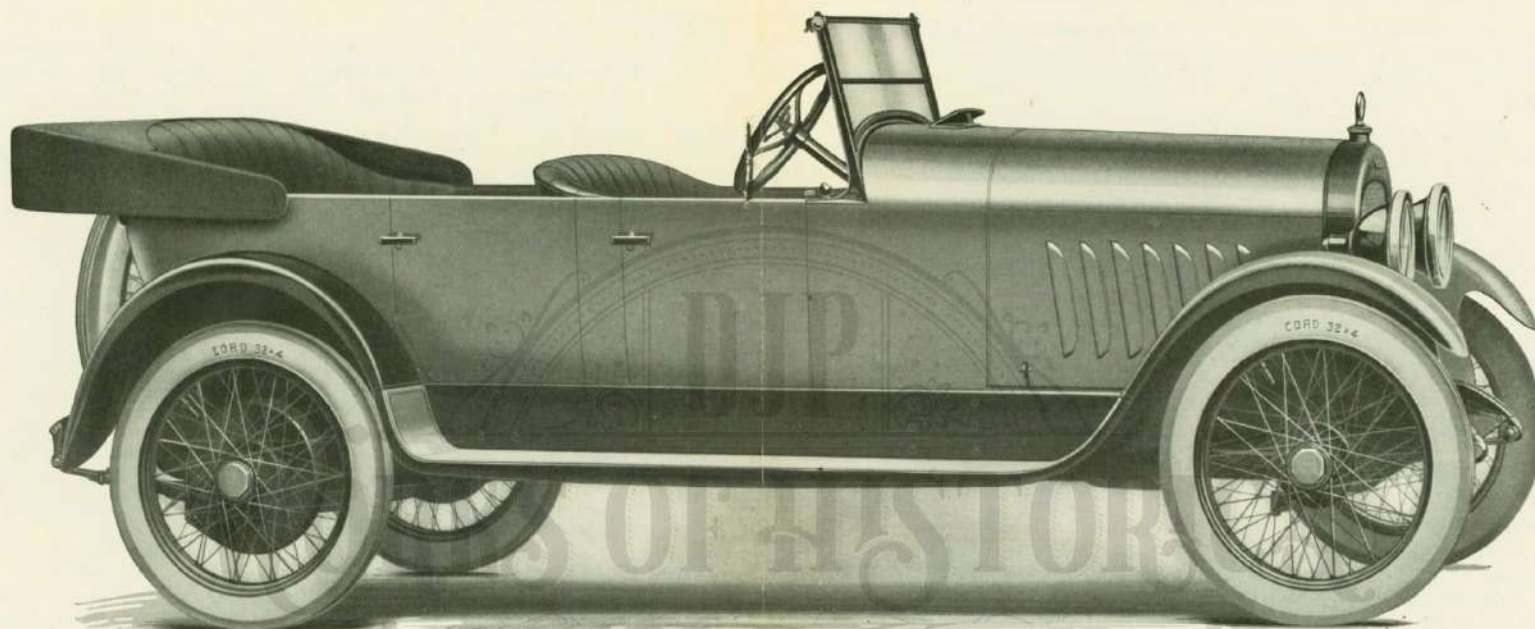
.... By that time Otto Loesche and his Lexington were on their way. Like the wind they flashed up the grades and around the tricky curves. They plunged into cloud banks without slackening speed. But curves which Loesche had expected to take at 45 miles an hour could not be negotiated at more than 25. He, too, was blinded by the driving snow, but whenever the fog curtain lifted he 'gave her the gas.'

Cline had the right dope. Loesche made the winning time."



"The Bacon!"





## The Pike's Peak Champion!

The Lexington stock model that you purchase will possess those same excellent qualities of rugged endurance and unfailing performance that were displayed by the two Minute Men which finished first and second in the two major events of the Pike's Peak Hill Climb on Labor Day, September 6.

Never before was mechanical consistency demonstrated more convincingly than by Lexington's double victory.

For two cars to finish within five seconds of each other, and both of them well ahead of the nearest competitor, is proof positive that they were uniformly well built.

The Thorobred is a real sport car. It introduces a new mode rather than being a freakish outgrowth of a time-worn fashion. It is correct, though delightfully unconventional.

When your Thorobred pulls up at the country club, or wherever else your friends and neighbors gather, you will feel a thrill of pride in the possession of such an equipage.

For the Thorobred is never self-conscious — most at home, in fact, among other fine cars.

Owning a Lexington, is just as desirable as living in the best residential section—you never need apologize.



## HITTING THE ROOF OF THE CONTINENT

And here is the story of Lexington's double victory as told in an "extra" of the *Colorado Springs Evening Telegraph*:

"A new name flashed across the motor world and new race heroes were made this afternoon when Lexington cars, piloted by Otto Loesche and Al M. Cline, won first and second in the free-for-all and large car classes, respectively, in the Pike's Peak Hill Climb.....

Loesche was the ninth man to start and he sent his car up the steep hills and around the curves in great fashion. He was only five seconds faster than his teammate, Al Cline.....

It was a grueling race and the drivers were exhausted when they reached the summit. Spectators at the top also suffered and at Mile 14 there were times when the clouds and the snow prevented any sight of the course.....

The cold at the summit was bitter and the cars plunged blindly ahead thru a snowstorm. Al Cline's goggles froze to his face."

Here's still another interesting account of the Lexington's triumph, extracts taken from the *Colorado Springs Gazette*:

"....The cars fought their way to the summit of Pike's Peak thru the stinging blasts of an incipient blizzard that at times blinded the drivers.

Despite the weather the race lived up to all that had been claimed for it and furnished many a good, wholesome thrill for the crowds that lined the course. The drivers of the various cars suffered severely from the cold and snow. One pilot, of whom much had been expected, found the going too hard and quit....

The event attracted by far the largest crowd that has ever assembled on the historic mountain and the large number of machines which sought vantage points crowded the parking spaces to capacity.

Skidding around the curves, which the drivers had down to a fine art, furnished most of the thrills for the cheering throngs. The drivers put their cars at the curves at full speed and usually rounded up into the straight-away, half-hidden under a cloud of mud and dirt.

The Lexington team, and their friends and supporters, naturally are jubilant at winning the famous automobile classic so handily and decisively.

And why shouldn't they be?

Besides the import of a two-car team carrying off every prize it was possible for them to win, it has been pointed out that the Minute Men have never been defeated in an automobile race.

Never before has a Lexington automobile crossed the starting line in competition with other makes of cars. Never before did these two Indiana lads pilot an automobile in a hill-climbing contest of world-wide fame. They came, they saw, they conquered."

## HITTING THE ROOF OF THE CONTINENT

But maybe you think that "copy" written before the winners were determined is more unprejudiced. Then read this, from the news columns of the *Denver Post*:

"Fifteen of the fastest, most powerful automobiles in the world will race up Pike's Peak, September 6, in competition for the Penrose Trophy and the World's Hill-Climbing Championship.

The competition will be the biggest and most spectacular event of the kind ever staged. The cream of racing drivers will compete.

'Round tortuous curves where death yawns from canons thousands of feet deep, up steep grades past timberline to the storm-scarred, snow-crusted summit of Pike's Peak, 14,109 feet above sea level, the king of hill-climbers will be determined."

The foregoing are typical of newspaper accounts which appeared in publications throughout the nation. Everywhere writers were unstinted in their praise of Lexington accomplishments.

Truly, September 6 was one of Lexington's great days!



Al Cline "hitting her up" on an easy stretch.



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## HITTING THE ROOF OF THE CONTINENT

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EVERYONE who is at all familiar with automobiles knows that the best way to gauge a car's mechanical excellence is through its ability to climb hills.

Talk to any motorist who is proud of the car he owns. What does he tell you about first when he gets on the subject of some trip he has just made?

Certainly! The very first chapter in his narrative is how "the old bus made that big hill just west of Smithtown on high without a single bobble."

Later on he'll tell you about the other pleasant features of his trip, but you hear about the big hills *first*.

Or say he has owned several cars and is not satisfied with the one he is driving now. It's pretty certain that he wants a new car because the one he has has to groan and cough to make any kind of a grade. A few such experiences have convinced him that his motor hasn't any pep.

It's the same everywhere. The most embarrassing moments in a motorist's life come when he is stalled with a party of friends half way up a hill and another motorist comes breezing by on high. There isn't a Lexington owner who hasn't passed scores of these poor fellows whose faces were red and language blue as they wildly tried to shift gears, accelerate their motors, and release the emergency brake all at the same time.

And because the ability to climb hills *is* paramount in the present-day automobile, the Pike's Peak Hill Climb was the most practical and important test of all motordom.

The mechanical features which enabled the Lexington to vanquish all comers at the Pike's Peak classic were not per-

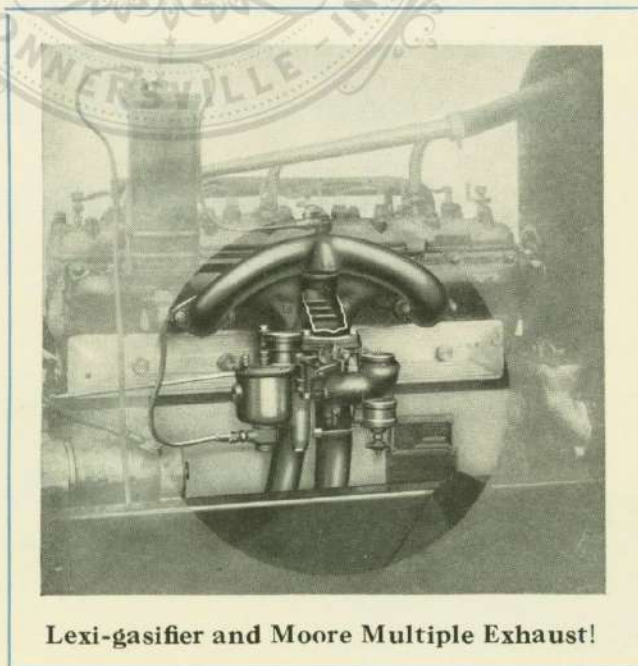
## HITTING THE ROOF OF THE CONTINENT

fectured for use in racing up the "world's highest highway." They were created for the car that *you* should own and drive over the tough hills and level highways of *your* community. To demonstrate to you the *superiority* of the Minute Man Six, the Lexington Motor Company won first and second in the greatest tests in direct competition with other cars which sought to demonstrate equal or greater hill-climbing ability than the Lexington. Perhaps they underestimated the exclusive features which played such a great part in establishing Lexington supremacy.

Paramount among these features stand the Moore Multiple Exhaust System and the Lexi-gasifier.

These two exclusive Lexington devices are linked together in such a way as to produce maximum power with minimum fuel consumption.

The Moore Multiple Exhaust System prevents the overlapping of the exhaust by leading each alternate discharge into separate exhaust lines. In other words, the exhaust from cylinder number one discharges into one exhaust line, while the exhaust from cylinder number five discharges into the other exhaust line. Then, in order, cylinder number three exhausts into the first line, cylinder number



Lexi-gasifier and Moore Multiple Exhaust!



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## HITTING THE ROOF OF THE CONTINENT

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six into the other; cylinder number two into the first line, and cylinder number four into the other. This is the firing order.

Engineers have long recognized that the ordinary six-cylinder engine was inefficient because the advantage of the over-lapping power stroke was largely counteracted by the overlap in the exhaust—resulting in back pressure and other difficulties.

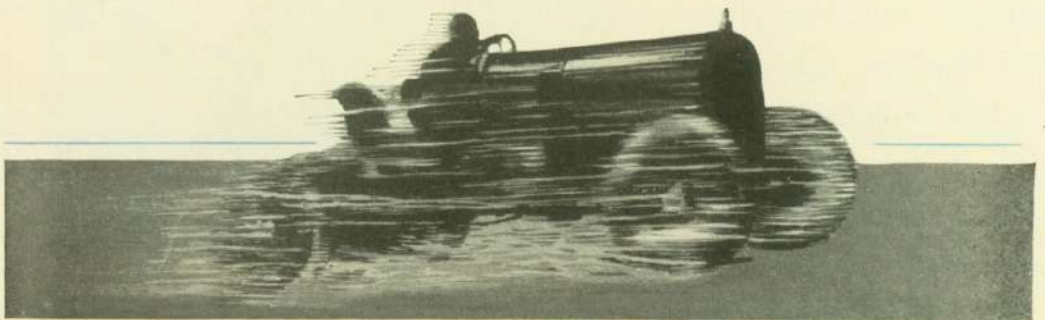
The Lexi-gasifier consists of a small grid over which the incoming gas stream passes. It is heated by the outgoing exhaust streams, which pass immediately beneath it. In passing over this hot grid, the inflowing gas stream deposits thereon any liquid fuel which has resisted the vaporizing action of the carburetor. This grid is a miniature distillation plant and as soon as this liquid fuel has been “fried” into vapor it passes on into the combustion chambers in condition to do useful, economical work.

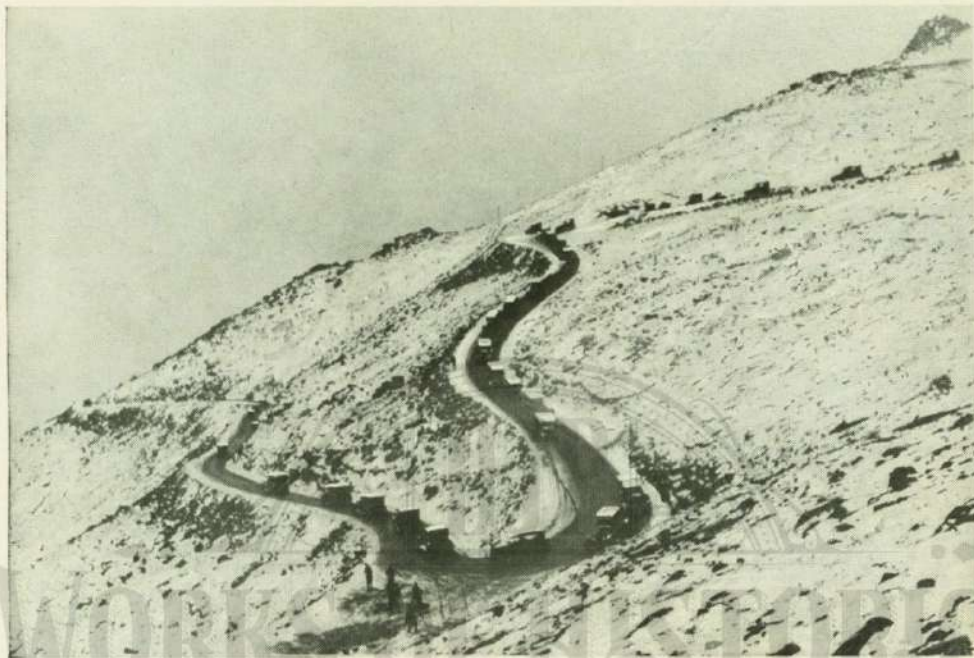
We’ve got a lot of “inside information” on how the two Thorobreds “couldn’t help winning” the Pike’s Peak Hill Climb. Before you go any farther into the proposition of buying a car you should know all about the other Lexington features that contribute to Minute Man excellence.

Suppose you drop us a line requesting literature *today!*

**LEXINGTON MOTOR COMPANY**

Connersville, Indiana, U. S. A.





Cars coming down the mountain after the race and storm were over.



EXTRA!

The Standard, published except on Sundays at 7 o'clock unless otherwise directed.

COLORADO SPRINGS



Telegraph

EXTRA!

MONDAY

PRICE 3c

COLORADO SPRINGS, COLO., SEPTEMBER 8, 1906

MONDAY

Vol. XLII No. 52

# LEXINGTON MAKES CLEAN SWEEP OF PEAK RACES

## DEMPSEY WINS IN THIRD ROUND THRU KNOCKOUT

BENTON HARBOR, Mich., Sept. 8.—Jack Dempsey, world's heavyweight champion, defending his title for the first time, knocked out Billy Miske of St. Paul in the third round of a scheduled ten-round championship fight here this afternoon.



OTTO LOESCHE IN HIS LEXINGTON  
With which he took under 15 miles per hour. Loesche won the race.

## LOESCHE FIRST AND CLINE SECOND; CHEVROLET FROM C. S. WINS SMALL CAR POT

Mulford Drops Out Blinded by Snow and Oldsmobile Wrecked; Snow and Hail Punish Drivers Terribly

A snow storm, which began this morning and continued through the afternoon, when Lexington was held in the hands of the snow, was the cause of the delay in the race. The race was held at 10 o'clock, and the first race was won by Otto Loesche, who drove a Chevrolet. The second race was won by Cline, who drove a Chevrolet. The third race was won by Chevrolet, who drove a Chevrolet. The fourth race was won by Chevrolet, who drove a Chevrolet. The fifth race was won by Chevrolet, who drove a Chevrolet. The sixth race was won by Chevrolet, who drove a Chevrolet. The seventh race was won by Chevrolet, who drove a Chevrolet. The eighth race was won by Chevrolet, who drove a Chevrolet. The ninth race was won by Chevrolet, who drove a Chevrolet. The tenth race was won by Chevrolet, who drove a Chevrolet.

### How They Finished

| Car | Driver    | Time    | Place |
|-----|-----------|---------|-------|
| 1   | Loesche   | 12:15.0 | 1st   |
| 2   | Cline     | 12:15.0 | 2nd   |
| 3   | Chevrolet | 12:15.0 | 3rd   |
| 4   | Chevrolet | 12:15.0 | 4th   |
| 5   | Chevrolet | 12:15.0 | 5th   |
| 6   | Chevrolet | 12:15.0 | 6th   |
| 7   | Chevrolet | 12:15.0 | 7th   |
| 8   | Chevrolet | 12:15.0 | 8th   |
| 9   | Chevrolet | 12:15.0 | 9th   |
| 10  | Chevrolet | 12:15.0 | 10th  |

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